

WHAT EMINENT MEN SAID:

HORACE GREELEY said: "Go West, young man, and grow with the Country."

BLODGETT said: "The basin of the Winnipeg is the seat of the greatest average wheat product of the American Continent, and probably of the world."

LORD DUFFERIN said: "This undreamt of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor and verification of the explorer."

United States Consul TAYLOR said: "Three-fourths of the wheat producing belt of North America, as north of the National (United States) Boundary."

CAPTAIN PALISER said: "It is a Physical reality of the highest importance to the interests of British North America that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains."

ARCHBISHOP TACHE said: "The Great Author of the Universe has been pleased to spread out by this side of the Grand and Wild beauties of the Rocky Mountains, the captivating pleasure grounds of the plains of the Saskatchewan."

LORD MILTON said: "As an agricultural country its advantages can hardly be surpassed. The climate is milder than that of the same portion of Canada, which lies within the same latitude. Cereals of almost every description flourish even under the rude cultivation of the half breeds."

Mr. W. B. CHEADLE said: "At Edmonton, 300 miles distant from Fort Garry, near the Western extremity, wheat grows with equal luxuriance and yields thirty to fifty bushels to the acre."

Rev. G. M. GRANT said: "The soil is almost everywhere a peaty or sandy loam resting in clay. Its only fault is that it is too rich, crop after crop is raised without fallow or manure."

MANITOBA

AND THE

NORTHWEST TERRITORY

A MAP

AND

FIVE SHORT CHAPTERS.

Information for Intending Settlers.

- I. Position in North America.
- II. Climate, Soil and Productions.
- III. Communications and Markets.
- IV. System of Survey and Directions for settling on Farms.
- V. Routes, and how and when to Go.



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Manitoba and the Northwest.

CHAPTER I.

Position in North America.

MANITOBA AND THE NORTH-WEST TERRITORY OF CANADA constitute a very large portion of the Continent of North America, and form a territory as large as the whole of Europe, and larger than the whole of the United States, without Alaska. Its extent is about 3,500,000 square miles.

This vast territory, which is now being opened up for settlement, comprises the largest extent of unoccupied Wheat Land, and the largest extent of Grazing Land, in the world.

The Province of Manitoba is situated in the very centre of the Continent, being midway between the Atlantic and Pacific Oceans on the East and West, and the Arctic Ocean and Gulf of Mexico on the North and South.

Manitoba is in the same latitude as Belgium and parts of Prussia and Austria, and has the same summer suns. The contiguous territory, including the great Saskatchewan and Peace River Regions, is the equivalent of both the Empires of Russia and Germany on the Continent of Europe.

These vast territories, in addition to their almost illimitable agricultural resources, are rich in minerals of almost every kind, including coal, iron, gold, silver and copper.

Their position on the globe will give them a commanding commercial importance. They possess the shortest route across the Continent, and the Gate of the Rocky Mountains. This short line across the Continent is connected with the St. Lawrence and Lake systems on the East; and good harbours, the trade winds, coal, and the shortest route to China and Japan, on the Pacific Ocean.

These territories possess lakes and rivers of great magnitude; the total aggregate length of which is not less than ten thousand miles; while those which are, or may be made navigable, have an aggregate length of three or four thousand miles.

Lord Dufferin said: "Manitoba may be regarded as the keystone of that mighty arch of sister Provinces which spans the Continent from the Atlantic to the Pacific." And further, that "Canada, the owner of half a Continent, in the magnitude of her possession, in the wealth of her resources, in the sinews of her material might, is peer of any power on the earth."

The British subject, or the in-comer from Europe, or other parts of the globe, will therefore have the satisfaction of feeling that in settling in the Canadian North-West he forms an individual part in building a great nation of the future.

The settler in Manitoba will find schools, colleges, churches, and a kindred society. The social conditions where settlement has taken place leave nothing to be desired. Civilized society in the new world starts in its infancy from the point of the acquired knowledge of the old.

CHAPTER II.

Climate, Soil and Productions.

THE climate of Manitoba is warm in summer and cold in winter. The summer mean is 67° 76°, which is about the same as that of the State of New York. But in winter the thermometer sinks to 30° and 40° below zero. The atmosphere, however, is very bright and dry, and the sensation of cold is not so unpleasant as that of a temperature at the freezing point in a humid atmosphere.

The climate of the territory contiguous to Manitoba is of the same character, the isothermal line running from Winnipeg nearly due N.W. Manitoba and the North-West Territory of Canada are among the absolutely healthiest countries on the globe, and most pleasant to live in. Endemic diseases are unknown. There is no malaria.

The climatic drawbacks are occasional storms and "blizzards," and there are sometimes summer frosts. But the liability to these is not greater than in any other parts of Canada or the United States as far South as New York.

Very little snow falls on the prairies, the average depth being about eighteen inches, and buffaloes and the native horses graze out of doors all winter. In the unusual winter of 1879-80, the snow-fall was deeper, and such was the fact over all the continent.

The snow goes away and ploughing begins from the 1st to the latter end of April, a fortnight earlier than in the Ottawa region. The Red River opens at about the same time, or a fortnight earlier than the opening of the Ottawa. The summer months are part of May, June, July, August and September. Autumn lasts until November, when the regular frost sets in. The harvest takes place in August.

The soil is a rich, deep, black, argillaceous mould or loam, resting on a deep and very tenacious clay subsoil. It is among the richest, if not the richest, soil in the world, and especially adapted to the growth of wheat. Analyses by chemists in Scotland and Germany have established this.

The soil is so rich that it will not endure the addition of manure for years after the first breaking of the prairie, and in particular places where the black loam is very deep, it is practically inexhaustible. This great richness of the prairie soil has arisen from the gathering of droppings from birds and animals and ashes of prairie fires, which have accumulated for ages, together with decayed vegetable and animal matter, the whole resting on a very retentive clay subsoil. It is to the profusion of this stored up wealth in the soil, that the agriculturist from older countries is invited.

All the cereals grow and ripen in great abundance. Wheat is specially adapted both to the soil and climate. The wheat grown is very heavy, being from 62 to 66 lbs. per bushel; the average yield, with fair farming, being 25 bushels to the acre. There are much larger yields reported, but there are also smaller, the latter, as a rule, being due to defective farming.

Potatoes and all kinds of field and garden roots grow to large size and in great abundance. The same remark applies to cabbages and other garden vegetables. Tomatoes and melons ripen in the open air. Hops and flax are at home on the prairies. All the small fruits, such as currants, strawberries, raspberries, etc., are found in abundance. But it is not established that the country is adapted for the apple or the pear. These fruits, however, do grow at St. Paul; and many think they will in Manitoba.

For grazing and cattle raising the facilities are unbounded. The prairie grasses are nutritious and in illimitable abundance. Hay is cheaply and easily made.

Trees are found along the rivers and streams, and they will grow anywhere very rapidly, if protected from prairie fires. Wood for fuel is not very expensive, and preparations are now being made for bringing coal into market.

Water is found by digging wells of moderate depth on the prairie. The rivers and creeks are also available for water supply. Rain generally falls freely during the spring, while the summer and autumn are generally dry.

The drawbacks to production are occasional visitations of grasshoppers, but Senator Sutherland testified before a Parliamentary Committee that he had known immunity from them for 40 years. This evil is not much feared.

CHAPTER III.

Communications and Markets.

MANITOBA has already communication by railway with the Atlantic seaboard and all parts of the Continent; that is to say, a railway train may start from Halifax or Quebec after connection with the ocean steamship and run continuously on to Winnipeg. It can do the same from New York, Boston or Portland. The Canadian Pacific Railway will be completed between Thunder Bay on Lake Superior and Winnipeg in 1882,—a great portion of this line being already built.

The Canadian Pacific Railway is already running from Winnipeg beyond the point of Portage La Prairie, 40 miles west of Winnipeg, and nearly completed for 100 miles. It will be completed to the Rocky Mountains within three years.

The Canadian Pacific Railway will further be immediately and continuously pushed to rapid completion to the Pacific Ocean. It will be by far the shortest line, with the easiest gradients, and the fewest and easiest curves, between the Atlantic and Pacific Oceans, and will constitute the shortest and the best line for travel and commerce between Great Britain, and China and Japan. This line of railway, passing through the fertile instead of the desert portion of the Continent of America, will constitute one of the most important of the highways of the world.

In addition to the railway system, Manitoba and the North-West have navigable rivers of immense length. The Red River is navigable for steamers from Moorhead, in the United States, where it is crossed by the Northern Pacific Railway to Lake Winnipeg, a distance of over 400 miles. Lake Winnipeg is about 300 miles in length, affording an important navigation. The Saskatchewan, which takes its rise in the Rocky Mountains, enters this lake at the northern end, and has a steamboat navigation as far as Fort Edmonton, affording vast commercial facilities for those great areas of fertile lands.

The water system between Lake Superior and Lake Winnipeg may be improved and rendered navigable at moderate cost compared with the great commercial interests which will, in the near future, call for it.

At present a vessel may load at the railway terminus at Thunder Bay and proceed all the way to Liverpool across the Atlantic Ocean. But the system of transport at present is by means of lake and river steamboats, and tug propellers with "tows."

With the present arrangements wheat has been conveyed from Manitoba to Montreal for 30 cents a bushel, whence it can be taken by ocean vessel to Liverpool for 10 or 15 cents more. It is calculated that this wheat can be raised with profit for 55 cents a bushel, thus making a possibility of delivering wheat in Liverpool under 90 cents (i.e., 3s. 6d. 8g.) per bushel. Charges and handling may bring it over this price, but the two naked elements of growth and transport are within the figures named.

It is believed that cattle may be raised on the vast grass areas of the North-West and be taken to the eastern markets with profit. Enterprise of this nature has been already set on foot.

Apart from the magnificent commercial facilities which a settler in Manitoba and the North-West will possess for disposing of his surplus products, there will be a splendid home market for some years to come for all that a farmer can raise, in supplying the numerous in-comers and the very large number of men and cattle required in the construction of the Pacific Railway.

CHAPTER IV.

System of Survey and Directions for Settling on Farms.

THE system of laying out land in Manitoba and the North-West is the most simple in the world. Every Township is exactly six miles square; and each Township is divided into sections, each one mile square. In other words a section is 640 acres. Sections are divided into half-sections of 320 acres. The half-section is divided into quarter sections of 160 acres; and these again into half-quarter sections of 80 acres. These terms are the legal definitions of the divisions and subdivisions of land in Manitoba and the North-West Territories of the Dominion.

MAP OF THE DOMINION OF CANADA.



Maps and Pamphlets will be furnished gratis and post-free, on application, by letter, to DEPARTMENT OF AGRICULTURE, OTTAWA, CANADA.

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themselves on farms of their own with less capital. The works on the Canadian Pacific and other railways will afford thousands of chances of this description.

The settler requires either a team of horses or yoke of oxen, a waggon or a cart, a plough and harrow, chains, axes, shovels, stoves, bedsteads, etc., which he can obtain for about \$300, or £60 stg. A house and stable may be built for £30 more. The cost of necessary provisions for a family would be from £18 to £20. The cost of these several items may vary with circumstances, either more or less; and a settler who goes on his farm sufficiently early to plant potatoes and other crops, may live at very little cost.

CHAPTER V.

ROUTES AND WHEN TO GO.

THE settler from Great Britain can buy a ticket, at the ocean steamship offices, direct to Winnipeg via the Great Lakes and Duluth, or all rail via Chicago and St. Paul. The fare is \$5 (£1 stg.) more by the all rail route.

Immigrants from the older provinces of Canada, or immigrants from the United States, can obtain information as to fares at any railway or steamboat office.

The fare last season by way of the Lakes was from Quebec \$25.50, and 150 lbs. of baggage were allowed free with each adult passenger. Settlers should not take with them heavy furniture or implements, as these can be purchased cheaply with special adaptation to the country in Manitoba; but clothing, bedding, etc., within the limit of 150 lbs. weight should be taken. Some settlers have foolishly attempted to take such things as stoves and stovepipes, which have cost more than they were worth. A settler should always see that his luggage goes with him. He should always be guided by the advice of the Canadian Government Agents. These are—Mr. Graham at Duluth; Mr. Tétu at Emerson, and Mr. Hieseler at Winnipeg. These agents will assist in bonding luggage on entering the United States, or discharging bonds on reaching the Manitoba province line.

The settler was formerly advised not to go to Manitoba to search for land until the roads became dry after the spring rains, but such advice is no longer given, as with the railway already constructed, he will no longer experience difficulty in getting over the wet places west of Winnipeg at any season.

The settler can obtain information at either the Government Immigration offices, or at the land offices in Manitoba, respecting lands available for settlement, and pains will be taken to afford him the best possible guidance and furnish him with the Government Land Regulations.

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